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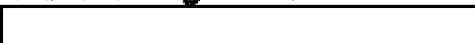
31 October 1963

MEMORANDUM FOR: Deputy Director (Science and Technology)

SUBJECT : Daily Activity Report - 31 October 1963

1. ARGON Mission 9059A: Camera system normal and vehicle condition good through revolution 13.



3.  Alerted for coverage of the Chinese Missile Test Range. Take-off scheduled at  GO-NO-GO decision to be made at 1400E today. This is a pressing COMOR requirement to photograph a reported SSM on the pad at the missile site.

4. BRASS KNOB: No flights were made on 30 October 1963. Mission 3763 is scheduled for take-off 31/0530E. It is due back 31/1300E. Normal film load. This mission is approved for launch.

5. EDWARDS AIR FORCE BASE: U-2 No. 342 returned to Edwards AFB with the 112A camera. The aircraft was delivered to LAC to remove the camera for inspection at the factory at Lexington, Massachusetts. Aircraft 342 will return to Edwards AFB today.

6. OX CART Status Report:

- a. Five flights were scheduled for 30 October, but only three took place.

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NRO review(s) completed.

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b. Aircraft #122 made flight #33 for a duration of 37 minutes. The purpose was to determine aircraft performance with the right spike set one and one-half inches ahead of the normal schedule. The maximum speed reached was 2.45 Mach and the maximum altitude was 66,000 feet. A slight hydraulic pressure fluctuation at 2.1 Mach indicated right engine spike instability and inlet roughness developed at 2.42 Mach but the engines did not stall. Upon landing, the drag chute failed to deploy and approximately 2,000 feet of overrun were used.

c. Aircraft #125 made flight #28 for a duration of 51 minutes. The purpose was Agency Pilot Training Mission 9B. The maximum speed reached was 2.06 Mach and the maximum altitude was 64,100 feet. During climb the INS was searching for the course requiring a 10-20 degree bank back to the course in the Auto Nav mode. The left spike started hammering at 1.6 Mach and stopped hammering when the spike was manually actuated to place it in the forward position. A pilot observation is that the IFF and INS mode switch cannot be reached while the pilot is in the suit.

d. Aircraft #127 made flight #10 for a duration of one hour. The purpose was a functional flight check after the left engine was changed. The maximum speed reached was 1.6 Mach and the maximum altitude was 46,800 feet. The engines had to be trimmed on take-off and climb to stay within the exhaust gas temperature (EGT) limits. There was a possible fuel leak or loss due to a leaking fuel dump valve.

e. Aircraft #124 and #126 did not fly as scheduled for the following reasons:

(1) Aircraft #124 aborted its flight because a left engine fuel shut-off valve closed without being actuated.

(2) Aircraft #126 engine pre-flight ground runs were not completed.

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f. Aircrafts #122, 124, 125, 127 and 129 are scheduled for flights on 31 October.

25X1 g. See attached wire [] for the status of aircraft as of 30 October.

7. OTHER:

25X1 a. Messrs. Parangosky, [] are visiting Perkin-Elmer and Itek on 31 October and Eastman Kodak on 1 November regarding a DD/S&T proposed research program.

25X1 b. [], Contracts, OSA, is visiting
25X1 [] on 31 October for contract discussions.

25X1 c. [] Aircraft Systems Division, OSA, will be visiting Pratt & Whitney, West Palm Beach, Florida, on 31 October and 1 November to review the status of the J-58 engine development program.

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